

## SAFETY INSPECTION QUARTERLY NEWSLETTER

SAFE MOTOR VEHICLES  
THROUGH COMPLIANCE

### VEHICLE SAFETY SECTION

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### LEGISLATIVE UPDATE

We are aware there is some talk and preparation being made for proposed legislation to do away with the safety inspection program. We would encourage you to continue doing complete and thorough inspections and follow the outline in the manual. This will reduce complaints and ensure the integrity of the program.

As always, if you have any questions or need clarification on any of the safety inspection items, please contact us and we will help you find the correct answer.

We truly appreciate being partners with you.

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### MANUAL CHANGES SECTION 7 - LIGHTING

#### Center High Mounted Stop Lamp (third brake light)

The safety inspection rule for the center high mounted stop lamp (third brake light) was modified in our manual this year. It is a reject when:

- 1) Center high mounted stop lamp is not present and visible from the rear of the vehicle, when required.
- 2) Center high mounted stop lamp does not light properly.
- 3) Any aftermarket tint has been applied over the center high mounted stop lamp.
- 4) LED lights have less than 50% of diodes illuminated.
- 5) Lens does not produce a steady burning red light, or painted, or covered by any cover.

A new note was added to this section to help explain when the center mounted brake lamp is required. The note reads: Center high mounted stop lamps are required on all passenger vehicles manufactures after September 1985. Trucks whose overall width is less than 80 inches and GVWR (gross vehicle weight rating) is 10,000 pounds or less, manufactured after September 1, 1993, must be equipped with a high mounted stop lamp. Trucks greater than 80 inches in overall width and 10,000 pounds GVWR, do not require a high mounted stop lamp.

What does this all mean? In summary, any vehicle manufactured after 1985 requires a center high mounted brake light, except trucks greater than 80 inches wide and greater than the 10,000 pounds gross vehicle weight rating. This is not actual weight, but what the vehicle was manufactured to carry; this can be found on the vehicle manufactures plate, normally on the door post of the vehicle.

Camper shells are no longer required to have a center high mounted stop lamp, unless it was manufactured with one. The note was removed for this requirement in our manual; we did not want to be stricter than the federal requirements or inspect something that was not manufactured with a center high mounted stop lamp.

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**Check Expiration Date of Plate Brake Tester Certifications.**

**Place Station Licenses and Inspector Certificates in a Conspicuous Location.**

**Check Expiration Dates of Inspector Certification Cards.**

**Q & A CORNER****1. Why doesn't my printer add the ATV watermark when I do an ATV inspection?**

Stations are reporting problems getting the ATV watermark to show up on the ATV certificates. Utah Interactive asks that you make sure that the Adobe Reader software is installed on your computer for this purpose, this will allow the ATV watermark to print.

**ATV Safety Inspections**

State law allows for the safety inspection to inspect All Terrain Vehicles (ATV) for registration as street legal. However, please advise your customers there are additional requirements to legally operate these on city streets; they are not allowed everywhere.

Street legal ATV's (UCA 41-6a-1509) are not allowed in Salt Lake County, cities with populations of more than 7500 people or on a freeway or a limited access highway. ATV's can only be operated on roads that are designated as open to off highway vehicle use.

The safety inspection station responsibility is to ensure the Street Legal ATV meets the equipment requirements; it is the operator's responsibility to know the laws governing the use of their ATV when using it on a road-way.

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**2. Are rust pitted rotors a cause for a reject?**

**No, rust pitted rotors are NOT in the reject criteria.**

**See Brake Rotors on page 38 of the Passenger Vehicle / Light Truck Manual 2011/12.**

1. Check the condition of the rotor friction surface for substantial cracks. (Short hairline cracks should not be considered).

**a. REJECT when:**

- 1) There are substantial cracks on the Friction surface extending to open edge of rotor.
- 2) Friction surface is contaminated with oil or grease.
- 3) Missing or in danger of falling away.

**AGENCY ACTIONS from to 2/24 to 5/17/2011**

SHANE HARWOOD #15541	SUSPENSION	UPHELD
JASON YOUNG #22724	SUSPENSION	UPHELD
ANDREW ALLGOOD #23057	SUSPENSION	UPHELD
JOHN HERRING #10151	SUSPENSION	UPHELD
MASTER MUFFLER #1984	SUSPENSION	UPHELD
BRENT LAW # 9193	SUSPENSION	UPHELD
CHRISTIAN SCOTT #20168	REVOKED	UPHELD
SCOTT BAIE #3985	SUSPENSION	UPHELD
BOYD SCOTT #11578	SUSPENSION	UPHELD
SCOTT'S SERVICE #888	SUSPENSION	UPHELD
AUTOMOTIVE SPECIALISTS #6929	SUSPENSION	UPHELD
STEVEN JONES #17110	SUSPENSION	UPHELD
CAR FOR LESS IN MAIN #7383	REVOKED	UPHELD
HASSAN MUHSIN #21820	REVOKED	UPHELD
BIG OTIRE BRIGHAM #1257	SUSPENSION	UPHELD
JONATHAN SMALLWOOD #22606	SUSPENSION	UPHELD
STOP HERE EMISSIONS #7623	SUSPENSION	UPHELD
EVAN KYNASTON #21633	SUSPENSION	UPHELD
DON JACOB #12624	SUSPENSION	UPHELD
ADOLPH CUEVAS #14855	SUSPENSION	UPHELD
JOSE MACIEL #23882	SUSPENSION	UPHELD
GREASE N GO #7236	SUSPENSION	UPHELD
BIG O TIRE #6449	SUSPENSION	UPHELD
JARED TENNEY #23018	SUSPENSION	UPHELD
RICKEY NORTHRUP #24220	SUSPENSION	UPHELD
EMISSIONS PLUS #7563	SUSPENSION	UPHELD
TYSON WHITE #23725	SUSPENSION	UPHELD
JOSEPH WATERS #23053	SUSPENSION	UPHELD
JOHN ROBINSON #24237	SUSPENSION	UPHELD
EMER ARBUCKLE #21763	SUSPENSION	UPHELD
STEVE SARGENT #7967	SUSPENSION	UPHELD